

## 5.0 MASS UPDATING

This section explains the process for submitting crossing changes via fill-in-the-blank computer printouts.

When a large number of crossings have undergone changes affecting the same few data elements for each crossing, computer generated mass update forms will be easier for supplying the information. Examples of these are:

- a. Changes in railroad operating company or railroad identification names
- b. Updates resulting from a statewide signing and marking program
- c. Changes in highway traffic counts
- d. Changes in train movements
- e. Changes in train speeds
- f. Crossing closures.

Examples of the types of printouts and data displays of highway-rail crossing data which are available to States, railroads, and others are located in Appendix B. Included in the examples are several fill-in-the-blanks lists for a variety of data elements.

While there are many ways in which the data can be presented, this document provides certain standard formats which can be readily identified and requested by users. Such requests can be expeditiously fulfilled because computer software programs exist to simplify the process. Appendix B shows samples of the format displays with an identifying program name which can be used for making requests. By requesting the program name, the users can be assured that they will receive the data in a form most useful to their needs. The requestor should call the FRA to discuss various options before requesting data.

### 5.1 Fill-in-the-Blanks Computer Printout

A State or railroad desiring to use this method should contact or write the FRA to provide a fill-in-the-blanks printout containing the data elements which the State or railroad desires to update. The printout shows the data currently contained in the National File for specific elements and has space to fill in data that have changed. Another type of printout, the index, can be provided which will include identification elements such as the street name, county, etc. Instructions for using the fill-in-the-blanks printout will also be provided. The fill-in-the-blanks printout may be selected on and sorted in any manner desired. An abbreviation key for most fill-in-the-blanks computer printouts is listed in Table 5-1.

Table 5-1. Fill-in-the-Blanks Abbreviation Key

Abbreviation	Explanation
CROSSING or ID NO.	U.S. DOT-AAR crossing number
EFFECTIVE DATE	Enter date when the crossing status changed
STATE or ST	State abbreviation
ST CD	FIPS State code
CNTY	FIPS county code
RR	Railroad operating company
HWY#	Highway type and number
STATUS	Crossing status (open or closed)
XBR	Number of crossbucks, reflectorized
XBNR	Number of crossbucks, nonreflectorized
FL OVR	Number of cantilevered flashing lights over traffic lanes
FL NOV	Number of cantilevered flashing lights not over traffic lanes
FL MST	Number of mast mounted flashing lights
GT RW	Number of gates, red and white reflectorized
GT OTH	Number of gates, other colored
STP STD	Number of standard highway stop signs
DAY-THRU	Typical number of daily daylight (6 a.m. to 6 p.m.) thru train movements
DAY-SWT	Typical number of daily daylight (6 a.m. to 6 p.m.) switching train movements
NGT-THRU	Typical number of daily night (6 p.m. to 6 a.m.) thru train movements
NGT-SWT	Typical number of daily night (6 p.m. to 6 a.m.) switching train movements
LT-1-MOV	Less than one train movement per day (Yes or No)
NX-TT-SPD	Maximum timetable speed
MIN-SPD	Minimum typical train speed
MAX-SPD	Maximum typical train speed
SPD-SEL	Crossing signal speed selection provided (Yes, No, or N/A)

Abbreviation	Explanation
TYPE or TYP-POS	<p>Crossing type and position</p> <p>1st number:        1-pedestrian, 2-private, or 3-public</p> <p>2nd number:        1-at-grade, 2-RR under, 3-RR over</p> <p>The following is the key for the crossing types:</p> <p>11 - Pedestrian at grade 12 - Pedestrian RR under 13 - Pedestrian RR over 21 - Private at grade 22 - Private RR under 23 - Private RR over 31 - Public at grade 32 - Public RR under 33 - Public RR over</p>
WDCODE	<p>Highway warning device class at crossing (Highest type is to be indicated)</p> <p>8 - Gates 7 - Flashing lights 6 - Highway signals, wigwags, or bells 5 - Special protection 4 - Crossbucks 3 - Stop signs 2 - Other signs or signals 1 - None of the above</p>
***** under MILEPOST	Milepost has an alphabetical character and will not print out

Table 5-1. Fill-in-the-Blanks Abbreviation Key (Continued)

Examples of the "Fill-in-the-Blanks" printout, the index, and their instructions for updating crossbucks, pavement markings, advance warning signs, and the highway information are located in Sections 5.1.1, 5.1.2 and 5.1.3. Any data element may be requested to be included or selected for the fill-in-the-blanks printout.

After completion, a photocopy of the printout should be provided to the other party, be it a State or a railroad, so that they will be informed of the updates made to their crossings. It should also be indicated in the letter of transmittal to the FRA that the other party has been furnished with a copy. After the updates are processed into the National File, a new updated list may be requested from the FRA to verify the corrections after three months from the date of the transmittal letter.

### 5.1.1 Train Counts and Train Speeds Updating

This example shows the process for updating the Train Counts and Train Speeds using the fill-in-the-blanks format. The instructions for filling out the fill-in-the-blank form are listed in Table 5-2. A copy of the Train Counts and Train Speeds update format is located in Figures 5-1 and 5-2.

Column Heading	Information
CROSSING	Enter the DOT-AAR crossing identification number.
EFFECTIVE DATE	Enter the effective date of the changed information.
CNTY	Enter the county code.
ST	Enter the State code.
DAY THRU	Enter the number of day thru trains if this has changed. The data currently in the inventory is shown in the column "DT".
DAY SWT	Enter the number of day switching trains if this has changed. The data currently in the inventory is shown in the column "DS".
NGT THRU	Enter the number of night thru trains if this has changed. The data currently in the inventory is shown in the column "NT".
NGT SWT	Enter the number of night switching trains if this has changed. The data currently in the inventory is shown in the column "NS".
LT1	<p>This column is to be used in two circumstances. If there has been an increase from less than one train movement per day to one or more movements per day enter a "0". If there has been a decrease from one or more train movements per day to less than one movement per day enter a "1".</p> <p>The data currently in the inventory is shown in "LT1".</p>
MAX TT	Enter the maximum timetable speed if there has been a change. The data currently in the inventory is shown in the column "MAX TT".
TYP MIN	Enter the typical minimum train speed if there has been a change. The data currently in the inventory is shown in the column "TYP MIN".
TYP MAX	Enter the typical maximum train speed if there has been a change. The data currently in the inventory is shown in the column "TYP MAX".

Table 5-2. Train Counts and Train Speeds Updating Form Instructions

DULUTH MISSABE AND IRON RANGE RAILWAY COMPANY  
FILL-IN-THE-BLANKS LIST  
FOR RAILROAD, CROSSING STATUS, WARNING DEVICES, TRAIN COUNTS, AND SPEEDS

CROSSING COUNTY ROAD	EFFECTIVE DATE	STATE CNTY BRANCH HWY #	RR	MILEPOST	XBR	MR	XB	FL	FL	FL	FL	GT	GT	STP	DAY	DAY	THRU	SMT	NGT	NGT	THRU	SMT	LT1 PER DAY	MAX TT SPD	MIN TT SPD	MAX SPD
ON Duluth, Missabe & Iron Range Railway Com																										
252245L LAKE		MN	075	DMIR	000495	2	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	0	22	10	22	22
252247A LAKE		MN	075	DMIR	000547	2	0	0	0	0	0	0	0	2	3	0	3	0	0	3	0	0	22	10	22	22
252248G LAKE		MN	075	DMIR	002903	2	0	0	0	0	0	0	0	2	3	0	3	0	0	3	0	0	35	5	35	35
252249N LAKE		MN	075	DMIR	002960	0	0	0	0	2	2	0	0	0	3	0	3	0	0	3	0	0	35	5	35	35
252250H LAKE		MN	075	DMIR	003078	2	0	0	0	0	0	0	0	2	6	0	6	0	0	6	0	0	35	20	35	35
252251P LAKE		MN	075	DMIR	003221	2	0	0	0	0	0	0	0	2	6	0	6	0	0	6	0	0	35	20	35	35
252252M LAKE		MN	075	DMIR	003304	2	0	0	0	0	0	0	0	2	6	0	6	0	0	6	0	0	35	20	35	35

Figure 5-1. Train Counts and Train Speeds,  
Plus Warning Device and Crossing Status Format (Sample)

DULUTH MISSABE AND IRON RANGE RAILWAY COMPANY														
FILL-IN-THE-BLANKS LIST														
FOR TRAIN MOVEMENTS AND SPEEDS THRU PUBLIC-AT-GRADE CROSSINGS														
CROSSING	EFFECTIVE DATE	STATE	CNTY	RR	DIVISION	WDCODE	DAY-THRU	DAY-SMT	NGT-THRU	NGT-SMT	LT-1-MOV	NOTES AND COMMENTS	PAGE 1	
					SUBDIVISION	MILEPOST	MX-TT-SP	MIN-SPD	MAX-SPD	SPD-SEL			01/07/94	
					BRANCH									
252239H	_____	27	075	DMIR	IRON RANGE	7	3	0	3	0	NO			
		MN			LOOP	2.40	20	10	20	NO				
252241J	_____	27	075	DMIR	IRON RANGE	7	3	0	3	0	NO			
		MN			LOOP	3.14	20	10	20	NO				
252242R	_____	27	075	DMIR	IRON RANGE	4	3	0	3	0	NO			
		MN			LOOP	4.19	22	10	22	N/A				
252245L	_____	27	075	DMIR	IRON RANGE	4	2	0	2	0	NO			
		MN			LOOP	4.95	22	10	22	N/A				
252247A	_____	27	075	DMIR	IRON RANGE	4	3	0	3	0	NO			
		MN			LOOP	5.47	22	10	22	N/A				
252234Y	_____	27	075	DMIR	IRON RANGE	4	0	0	0	0	YES			
		MN			MAIN	*****	5	1	5	N/A				
252236M	_____	27	075	DMIR	IRON RANGE	4	0	0	0	0	YES			
		MN			MAIN	*****	5	1	5	N/A				

Figure 5-2. Train Counts and Train Speeds Format (Sample)

5.1.2 Signs, Markings, and Part IV State Highway Information

This example shows the process for updating Highway Signs, Markings, and other Highway Department Information using the fill-in-the-blanks form. The instructions for filling out the fill-in-the-blanks form are listed in Table 5-3. A sample of the "Fill-in-the-Blanks List for Updating Highway Information" is located in Figure 5-3.

Column Heading	Information
CROSSING	The DOT-AAR crossing identification number.
EFFECTIVE DATE	Enter the effective date of the changed information.
ST	The State code.
CNTY	The county code.
RAILROAD OLD	The railroad code as it existed in the Inventory File when the report was run.
RAILROAD NEW/ OR CLOSED	Enter the railroad code if it has changed, or enter "Closed" if the crossing no longer exists.
TYPE	The type of crossing based on Table 5-1.
COUNTY CITY STREET	The values for County, City, and Street as reflected in the Inventory File.
WD	Enter the appropriate highway warning device class, in accordance with Table 5-1, if there has been a change. The code currently in the Inventory File is shown in this column.
TRAF LANE	Enter the number of through traffic lanes crossing the track, if there has been a change. The number currently contained in the Inventory File is shown in this column.
HWY PAVED	Enter whether or not the highway is paved, according to Section 3 of this manual, if there has been a change. The value of this item currently in the Inventory is shown in this column.
PAVE MARK	Enter the appropriate code for pavement markings, from the codes on the bottom of the report, if there has been a change. The number currently in the Inventory is shown in the this column.
ADV WARN	Enter the appropriate code, or "YES"/"NO" for advance warning signs if there has been a change. The number or decode name currently in the Inventory is shown in this column. The codes are as follows: 1 - Advance warning signs present on either highway approach, and 2 - No advance warning signs present.
XING SURF	Enter the appropriate code for the highway crossing surface, if there has been a change. The code currently contained for this data element in the Inventory is shown in this column.
HWY SYS	Enter the appropriate highway system code, in accordance with Section 3 of this manual, if there has been a change. The number currently in the Inventory is shown in this column.
ON ST HWY	Enter the appropriate State highway indicator code if there has been a change. The number currently in the Inventory is shown in this column.
HWY CLASS	Enter the suitable highway functional classification code, according to Section 3 of this manual, if there has been a change. The number currently in the Inventory is shown in this column.
AADT	Enter the traffic count if there has been a change. The value currently in the Inventory is shown in the column "AADT".
PCT TRUK	Enter the estimated percentage of trucks in the traffic stream, if there has been a change. The value currently in the Inventory is shown in this column.

Table 5-3. Instructions for Updating Highway Information

STATE OF ALASKA  
FILL-IN-THE-BLANKS LIST FOR UPDATING HIGHWAY INFORMATION

ON THE Alaska Railroad Corporation

CROSSING	EFFECTIVE DATE	ST CNTY	RAILROAD OLD NEW/OR TYPE CLOSED	COUNTY CITY STREET	WD	TRAF LANE	PAVED	PAVE MARK	ADV WARM	XING SURF	HWY SYS	ON ST HWY CLASS	AADT	PCT. TRUK
868224X	AK 122	ARR	31	KENAI PENINSULA IN SEWARD DOCK RD	4	2	YES	3	YES	4	04	YES	07	1415 20
868225E	AK 122	ARR	31	KENAI PENINSULA IN SEWARD DOCK RD	4	2	YES	3	YES	4	04	YES	07	1415 20
868226L	AK 122	ARR	31	KENAI PENINSULA IN SEWARD SKILL CENTER NONE	4	2	NO	3	YES	2	08	NO	09	200 20
868228A	AK 122	ARR	31	KENAI PENINSULA NEAR SEWARD AIRPORT ROAD	4	2	NO	3	YES	2	08	YES	08	200 2
868229G	AK 122	ARR	31	KENAI PENINSULA NEAR SEWARD NASH RD	7	2	YES	2	YES	6	04	YES	07	1800 2
868231H	AK 122	ARR	31	KENAI PENINSULA NEAR SEWARD LAKE DRIVE	4	2	NO	3	NO	2	08	NO	09	100 2

\* THIS DATA WAS PRODUCED BY THE FEDERAL RAILROAD ADMINISTRATION WITH INFORMATION SUPPLIED BY FEBRUARY 28, 1992  
\* KEY FOR PAVE-MARK: (1) STOP LINES, (2) RR XING SYN, (3) NONE, (4) BOTH  
\* KEY FOR WD (WARNING DEVICE) AND XING-SURF: REFER TO MANUAL OR FORM

Figure 5-3. Signs, Markings, and Part IV State Update Form



### 5.1.3 Other Examples

On the "Fill-in-the-Blanks List for Indicating Sold Crossings," (see example in Appendix B) the railroad needs to insert the acquisition date under the column "DATE SOLD" and the abbreviation for the railroad under the column "RAILROAD NEW" for each crossing that has changed ownership. Return the copy to FRA and send a copy to the State and the former or new railroad. Make additional changes or updates by using the standard four-part U.S. DOT-AAR Crossing Inventory forms. A copy of the detailed inventory information for each crossing may be requested if assistance is needed to identify specific crossings.

The "Fill-in-the-Blanks List for Indicating Closed Crossings" (see example in Appendix B) should be used to show the closure of a crossing by entering the effective date under the column "DATE CLOSED." The objective is to identify the status (closed or open) of any such crossings belonging to the reporting railroad. Crossings along a specific line should be together since the data is organized by railroad, division, subdivision, branch, and milepost. If there are any names that are incorrect or not listed consistently the same, correct them on the line below the name.

### 5.2 Mass Update Requirements

The following Steps are requirements if a State or railroad prepares their own Mass Update form.

- a. Skip one line between each line of printed data.
- b. The first five left-hand columns in order must be as follows:
  1. DOT-AAR crossing number
  2. Effective date
  3. State code (FIPS)
  4. County code (FIPS)
  5. Railroad code.

<p><b>NOTE:</b> If all data submitted is for the same State, railroad, or date, then that particular column of data can be omitted by indicating it at the top of the page.</p>
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- c. The remainder of the old and new data should be evenly distributed in columns across the page.
- d. The "effective date" of the changed information is imperative. This date can refer to either the date that the change became effective or the date that the

change was first reported. It is undesirable to use the same effective date for submittals for crossing changes and data which may have been accumulated over several months or even a year. It is the date when the data changed for the crossing, i.e., if flashing lights were installed at the crossing on December 1, 1995, the effective date of the change is 12/1/95 and written 120195. The date must be in month-day-year (MMDDYY) format, e.g., 030895 for March 3, 1995. Enter the effective date in the blank under the column "Effective Date."

- e. Fields are limited to those fields with write-in changes provided for each crossing being updated using a particular mass update printout. Changes to fields other than those on a mass update printout must be submitted in another manner, i.e., on a four-part form, another mass update printout with provisions for those fields needing updating, magnetic tape, letter, etc.
- f. When sorting and listing crossings on a mass update printout, crossings should be arranged at least by State and railroad.
- g. If the crossing is not on the railroad which is indicated, enter the name or code of the correct railroad on the blank under the column heading "NEW RR," if provided. Otherwise, submit a four-part form.
- h. Fill in the remainder of the blanks with the new data and cross out the old data (preferably with red pencil) only where changes are required. If the present data is correct, there is no need to indicate this information.
- i. If the inventory data on the report varies from what exists in the field, please provide the correct information for updating the National Inventory File. Mass update computer printouts may be requested for the categories and formats contained in "A Sample of Computer Printout Formats Available." Changes may also be submitted on the U.S. DOT-AAR Crossing Inventory forms (often referred to as the "green forms"). All such submittals should be checked to insure that changes have been circled and that all other information is correct.
- j. New crossings must always be submitted on the four-part Inventory forms. When Parts I, II and III have been completed by the railroad, the top three copies must be forwarded to the State for completion of Part IV. The FRA should be sent a copy of the transmittal correspondence.
- k. After the list is completed and reviewed, a copy of the sheets containing changes needs to be sent to the State or railroad, and a copy to the Federal Railroad Administration for processing the changes into the National Inventory File. Be sure to retain a copy for your records.

### 5.3 Special Procedures for Certain Items

A list containing the crossing number, effective date, railroad, State, county and the changed data will be sufficient to update certain data elements, as specified in the following:

- a. Railroads with changes for a large number of crossings involving any or all of the following:
  1. Railroad operating company
  2. Railroad division
  3. Railroad subdivision
  4. Railroad ID number
  5. Branch or line name
  6. Railroad mile post.
- b. States with changes for a large number of crossings, involving any or all of the following data items:
  1. County map reference number
  2. Street or road name
  3. Highway type and number
  4. AADT.

A State or railroad making such a submission needs to also provide the other party, State or railroad, with a list of the changes.

### 5.4 Feedback of Updated Records from the National File

Once the updates have been applied to the National File, the State or railroad may request the updated records from the FRA. The updated records can be provided approximately 3 months after transmittal in one of the following four ways:

- a. Computer-Generated Form. Upon request, the FRA can make information available on a one-page (white) computer-generated update form which is identical to the standard update form.
- b. One Page Per Crossing Printout. This printout (Figure 5-4) is used to provide the complete detailed inventory information about a crossing from the National File.
- c. Computer Tape. A reel-to-reel magnetic tape can be provided of all desired crossings.

U.S. DOT-AAR CROSSING INVENTORY INFORMATION  
AS OF 12/09/93  
FOR THE STATE OF SOUTH CAROLINA

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CROSSING NUMBER: 716556X      EFFECTIVE BEGIN-DATE OF RECORD: 08/30/93

PART I LOCATION AND CLASSIFICATION OF ALL CROSSINGS

RAILROAD: NORTH SUBURBAN MASS TRANSIT  
STATE: SOUTH CAROLINA  
NEAREST CITY: JONESVILLE  
STREET OR ROAD NAME: PINE NEEDLE ST  
NEAREST RR TIMETABLE STN.: JONESVILLE  
CROSSING TYPE AND PROTECTION: PUBLIC

DIVISION: PIEDMONT  
COUNTY: UNION  
Hwy TYPE AND NO.: S44  
RAILROAD I.D. NO.:  
BRANCH OR LINE NAME: W  
AT GRADE

SUBDIVISION: SPTBG TO COLA  
COUNTY MAP REF. NO.: 44  
FRA RR NETWORK LJC: S0311  
RAILROAD MILEPOST: 84.70

PART II DETAILED INFORMATION FOR PUBLIC VEHICULAR AT GRADE CROSSINGS

TYPICAL NUMBER OF DAILY TRAIN MOVEMENTS: 2 DAY THRU 0 DAY SWITCHING 2 NIGHT THRU 0 NIGHT SWITCHING  
SPEED OF TRAIN AT CROSSING: MAXIMUM TIMETABLE SPEED 45 TYPICAL SPEED RANGE OVER CROSSING FROM 00 TO 45 MPH  
TYPE AND NUMBER OF TRACKS: 1 MAIN 0 OTHER  
DOES ANOTHER RR OPERATE A SEPARATE TRACK AT CROSSING? NO  
DOES ANOTHER RR OPERATE OVER YOUR TRACK AT CROSSING? NO  
TYPE OF WARNING DEVICE(S) AT CROSSING  
SIGNS: 2 REFLECTORIZED CROSSBUCK(S) 0 NON-REFLECTORIZED CROSSBUCK(S)  
0 STANDARD HIGHWAY STOP SIGN(S) 0 OTHER STOP SIGN(S)  
0 OTHER SIGN(S):  
TRAIN ACTIVATED DEVICES: NONE  
SPECIAL WARNING DEVICES NOT TRAIN ACTIVATED: NONE  
IS COMMERCIAL POWER AVAILABLE? YES  
DOES CROSSING SIGNAL PROVIDE SPEED SELECTION FOR TRAINS? N/A  
METHOD OF SIGNALLING FOR TRAIN OPERATION: IS TRACK EQUIPPED WITH SIGNALS? NO

PART III PHYSICAL DATA

TYPE OF DEVELOPMENT: RESIDENTIAL  
SHALLEST CROSSING ANGLE: 60 TO 90 DEGREES  
NUMBER OF TRAFFIC LANES CROSSING RAILROAD: 1  
ARE TRUCK PULLOUT LANES PRESENT? NO  
IS HIGHWAY PAVED? YES  
PAVEMENT MARKINGS: NO PAVEMENT MARKINGS  
ARE RR ADVANCE WARNING SIGNS PRESENT? YES  
CROSSING SURFACE: ASPHALT  
DOES TRACK RUN DOWN A STREET? NO  
NEARBY INTERSECTING HIGHWAY? YES

PART IV HIGHWAY DEPARTMENT INFORMATION

HIGHWAY SYSTEM: NON-FEDERAL-AID  
IS CROSSING ON STATE HIGHWAY SYSTEM? NO  
FUNCTIONAL CLASSIFICATION OF ROAD OVER CROSSING: RURAL: LOCAL  
ESTIMATED AADT: 000025  
ESTIMATED PERCENT TRUCKS: 02

Figure 5-4. Inventory Crossing Printout (Sample) ("One-page-per-crossing")

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National Highway-Rail Crossing Inventory  
Instructions and Procedures Manual

FRA

- d. **GX.** GX is a self-contained database package which allows the user to retrieve and display records, update them, print both comprehensive and summary reports and produce magnetic updates for submission to the FRA.

## 5.5 Continuous Feed Update Forms

The FRA can make available upon request a continuous feed single copy (white) or four-copy update form for those States and railroads desiring such. This form is similar to the standard four-part update form and consists of either a single sheet white copy or the usual four colored copies (green, yellow, pink, and orange) in order to allow for standard processing.

## 5.6 Common Errors in Updating

The following paragraphs describe the most common types of errors in updating the inventory which result in processing delays.

- a. **Problem: Incomplete "NEW CROSSING" forms.** This is a very common problem with "new" Public-at-Grade crossings and changes from private or grade separated crossings to Public-at-Grade. Often a railroad will submit the inventory form with only Parts I through III completed. Sometimes a State will forward a "new crossing" without Part IV information. These situations often result in the crossing record being held in "suspense" until the information is received.

**Resolution.** "New" Public-at-Grade crossings or re-classifications to Public-at-Grade must always be handled as two-party transactions where both the States and railroads provide the information each is responsible for. An exception would be if the party completing the form has all of the information required. **Part IV information MUST be completed before the new crossing can be entered into the National File.**

- b. **Problem: Incomplete information for changes or closings.** This problem occurs when the updating agency does not provide sufficient administrative data regarding the crossing to either close or update it.

**Resolution.** Regardless of whether the update is for changing crossing characteristics or for closing a particular crossing, the update must have, at a minimum, the following in order for FRA to process the information:

1. Initiating agency
2. Crossing number
3. Reason for update
4. Effective date

5. State
6. County
7. Railroad.

To insure data integrity, these elements are compared against the current inventory record for the crossing.

When changing State, Railroad, or County information, be sure to circle the data in these fields. Indicate the "old" data for these fields outside the circle.

- c. Problem: More than one type of crossing identified. Sometimes the submitting agency will check more than one type of crossing (Public, Private, Pedestrian).

Resolution. There can only be one type of crossing. Refer to Section 1.5 of this manual for the correct definitions.

- d. Problem: Invalid Crossing I.D. number reported. The check character in the Crossing I.D. does not correspond to the numeric portion of the I.D.

Resolution. There is only one valid alphabetic check character for each sequence of numbers for the crossing I.D. Refer to Section 2.2 of this manual for the algorithm to compute the valid check character.

- e. Problem: Data fails validation and edit checks. To insure data integrity, certain information in the update records are validated against established tables. These include:

1. **State, County, City** - The information provided for these fields is validated against the Federal Information Processing Standard (FIPS) for Worldwide Geographic Location Codes. Refer to Section 10.2 of this manual for information on obtaining this reference data.
2. **Nearest Timetable Station** - The data for this field is validated against the DOT-AAR Standard Point Location Code inventory of railroad timetable stations.
3. **Railroad Operating Company, Other Railroads Operating Separate Track and Other Railroads Operating Over Same Track** - The codes provided for these fields are validated against the U.S. DOT-AAR table of railroad codes.

Aside from above validations, FRA performs data-to-data logic checks within each record. These include:

1. If the Sum of all **Daily Train Movements** is greater than 1, it is invalid for the **Less than One Movement Per Day** field to be checked.
2. If Signs and Train Activated Devices are identified in Part II-6A through 6B, it is invalid for the **No Signs or Signals** field to be checked.
3. The **Typical Minimum Speed** can not exceed the **Typical Maximum Speed** over the crossing. The **Typical Maximum Speed** over the crossing can not exceed the **Maximum Timetable Speed**.
4. Train Activated Devices must be identified in Part II-6B in order for crossing to provide **Speed Selection for Trains** in Part II-8.
5. The total number of **Tracks** must be greater than zero.
6. The total number of **Traffic Lanes** must be greater than zero.
7. For **Pavement Markings** (Railroad Crossing Symbols and/or Stoplines) to be valid, **Is Highway Paved?** must be "Yes".

### 5.7 Handling of Errors on Updates

In cases where the update fails the edit and the data reported is either inconsistent or incomplete, the form will be returned to the State for correction. If the correction involves railroad initiated data, it is requested that the State contact the railroad for the correction. This will insure that the updating process remains within the bounds which the FRA and its contractor can effectively administer.

If requested corrections have not been received within 30 days, telephone contact will be made. If corrections still have not been received in 30 more days, the update will be placed in a permanent hold status. Both the State and the railroad will be notified of this action. If the corrections are then received, the update will be reactivated and processed.

